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DUNCAN MARSHALL,
Manager.

THURSDAY, AUGUST 8, 1907.

EASTERN CAPITAL IN THE WEST.

A former member of Parliament, speaking in Calgary last week regarding the money stringency remarked that most of the capital in the western country is owned by people in the eastern provinces. Perhaps so, but it has also to be remembered that most of the capital created in Western Canada has been carried off in one way or another by the people of the eastern provinces. If eastern people have put money into Western Canada they have also taken money out of Western Canada. If they had not seen the opportunity to take money out they assuredly would not have put money in, and if their expectations had not been realized they would not have continued the process. If there are millions of eastern money tied up in the West today they are here because other millions find large dividends in the belief that they will do likewise. It is no reflection on a new country to say it has no accumulation of capital, particularly when through a thousand channels of commerce and finance its wealth is exported as fast as it is produced. Nor is there any particular credit coming to an older community which provides capital to a newer, for it does so not for glory but for gain. Eastern Canada has been rich up on the commerce of the West. When she trades with us it is upon an unequal basis and with the balance of ways in her favor; when we trade with Europe, Eastern Canada catches toll from our commerce going and coming. A western wheat crop of 100,000,000 bushels brings the producer probably from \$20,000,000 to \$60,000,000. But how much of this remains in Western Canada? With part of his proceeds the farmer makes his payment on land; that goes to the Canadian Pacific railway, or to some other land-holding agencies in Montreal or Toronto; it is lost forever to the West. Another part goes to pay for machinery; it goes to Toronto or Bradford or Ingersoll; it is lost to the West forever. More than half the money is spent in groceries and clothing; that goes to the local merchant and from him to the wholesale house in the east—or perhaps it goes first to Winnipeg and then to the similar consignments from a thousand western towns and goes eastward as one stupendous sum; it returns to us no more. Again, if we trade with Europe Eastern Canada catches tribute as the goods pass east and west. The Canadian Pacific railway was built to provide an inlet and outlet for the West, and all that the through traffic over the lines of that company means to Eastern Canada is a tribute collected from our commerce. Every car of beef cattle we send to England and every train load of grain means employment for trainmen and trackmen in Eastern Canada at the expense of the Western farmer. All considered it probably would not be far astray to say that half the total annual wealth production of Western Canada finds its way through one channel or another into the commercial and industrial centres of Eastern Canada—a total which cannot average less than \$20,000,000. In return for this what does Eastern Canada bring from us to balance the account?

But there is another and a far less beneficial channel through which the wealth of the West annually pours out of the country, and into the coffers of Eastern capitalists—the channel of speculation. Thanks to the rapid expansion of Western real estate values in recent years it has become quite the thing for Eastern gentlemen of means to spend a few weeks in summer among the wheat fields and in the cities of Western Canada—and incidentally to take a "dive" in real estate. The immediate result is of unquestionable benefit to the seller of the property and for this reason the ultimate consequence is lost sight of. The "dive" is blazoned in the newspapers and its purchaser is harangued and lionized by the clubs. Were the real consequence to the community realized he would much more likely be mobbed. Usually this supposed benefactor lands in the West with money enough to make a "down payment" on a vacant lot some men will want to turn into commercial utility, or an area of wild

land some farmer will want to put under crop; when he departs he takes his money and aids a string of promiscuous notes which are the legitimate merchant or farmer to the gridiron for the next ten years. This performance has been repeated not less but thousands of times in Western Canada during the past few years, and in consequence thousands of men are following today in hay fields, and offices trying to rake up the tribute due these absentee landlords who have extended their disastrous visitations to the West. At best speculation has some decidedly undesirable features, but speculation that involves exporting the wealth of the country for a decade leaves an intimate analogy to the occupation of Ralph the Rover, and should combine against it every legitimate interest of the country upon which it preys.

The money that through these channels flows annually from western to eastern Canada is lost forever to the West; or if it does return it is in the form of capital upon which we are required to pay usury and for the use of which we are admonished to be duly thankful. Just why we should exhibit this attitude it is difficult to discover. Looking at the broad question it appears to us that Eastern Canada could lend us capital for nothing and still be the winner in the game. For the capital was made in the west and is loaned that it may make more.

AT SEA.
Car Nicholas has been cruising with Emperor William again in the North Sea—and incidentally picking up a few pointers in how to navigate the ship of state. It is reported that these conferences be held at sea. The heaving bosom of that unstable element pretty well exemplifies the political problem under consideration. The selling of time vessels suggests the fate that is liable to happen to Nicholas' governmental barge almost any time. Perhaps, too, the physical effects of this roll are very nice indeed. It is reported that a naval officer, when he reflects how had a steersman the Car has proven himself.

A PROTECTION EXAMPLE.
A Democratic investigator has been examining the ways of this American manufacturer, not without result. He finds that a manufacturer of barrel chums sells them in Massachusetts for \$5.00 and in Canada for \$7.00; while American made double-mold board plows, selling in Massachusetts at \$1.50, are offered in the Canadian market at \$6.75. Forthwith, the Canadian manufacturers' Association and the Parliamentary Opposition may be expected to point out the peculiar iniquity of buying barrel chums and double-mold board plows at lower prices than they bring in the country where they are made. What they will not emphasize is the obvious fact that under the American tariff the Massachusetts farmer is paying exorbitant prices to chain factories and plow works which slaughter their wares in a foreign market to avoid giving their home customers a reduction. Were it not for excessive "protection" these concerns could not over charge their home customers, and it they could not overcharge their home customers they could not sell at lower prices abroad. There is how an "adequate" tariff works out.

A VALUABLE SERVICE.
A recent decision of the Railway Commission of practical concern to Alberta dismissed an appeal from the boards of trade of British Columbia cities representing that the Canadian Pacific Railway was discriminating against them in favor of Winnipeg. The "plaint" was that the freight rates from Winnipeg west had been reduced and that as a result the coast wholesalers were unable to do business in competition with the Winnipeg houses in Alberta. As the result of the decision the mountainous prairie, where the British Columbia people hoped for apparently was not so much a reduction of their rates as the selected elevation of the rates west from Winnipeg. Doubtless this would have been satisfactory for the wholesalers at the Coast, but certainly not for the consumer in Alberta. The latter individual experiences great difficulty in understanding why freight rates should be so manipulated that goods could be hauled from eastern Canada to Vancouver and back across the mountains in Alberta and sold in competition with those coming direct from Winnipeg or farther

eastern points. Apparently the Railway Commissioners, too, were unable to see the economic propriety of this scheme. They will have the thanks of Alberta for preventing its perpetration.

ON THE SIDE.
There was a riot at a Bourse meeting in Quebec. Henri should enjoy this. He is a kind of a political rider himself.

Prague lawyers have gone on strike and Robertson litigation is threatened with paralysis. The malady will probably glassy about the time the fall sessions open.

Kaiser William appears to be a kind of political dynamo to whom the Casar attaches himself for stimulation when weary dodging bombs.

Canada and the United States will respectfully decline to come to death grips in the middle of the holiday season over any filibustering expedition in Lake Superior.

We are told that to even reproduce the 12th of July speeches of Mr. Spence and Col. Sam Hughes is an attempt to prejudice the Roman Catholic element of this Province. What must have been the offence in making the speeches?

PLACING THE BLAME.

Who is it father always blames? When things go wrong about the place?

Who betters the brunt of everything? And bears it with a kindly grin? Who is it father blames when he Souths upon his Saturday vest? Whom does he censure when he breaks?

A shoe-string while he's getting dressed? Mother.

Who is responsible when he While shaving cuts into his chin? Who loses Pedro games that dad Was very sure that he would win?

Whose fault is it when father finds His laundry not returned on time? Who gets the blame for all mistakes. Ridiculous to the sublime.

Mother.

Who seems to understand his whims, And smiles at all his cranky ways? Who tries to patiently avoid The argument that never pays?

Who takes the blame that father gives Though it were deserved, and then Avail his chance to square up things When father lugs out all his sins?

Mother.

—Edgar A. Guest, in Detroit Free Press.

Gannon Ball Express James Track, Dallas, Texas, Aug. 7.—The Cannon Ball train on the Texas and Pacific railroad eastbound went into the ditch today four miles east of this city. The small car jumped the track and was dragged one thousand yards before the train was stopped. All the men left the track cars, the sleeper and engine. No one was killed, which is considered miraculous.

Correspondence

WHY NOT IN ALBERTA.

To the Editor of the Bulletin.
Sir,—Through your columns I would like to make a suggestion in regard to immigration to Alberta. Now, that the Ontario government is making a strong effort to attract immigration to New Ontario by sending agents to the United Kingdom to point out the advantages to be found there, would it not be well for the Alberta government to do something along this line, and appoint one or two good agents who would look especially after the interests of Alberta provinces in United Kingdom?

The location of Alberta is such that the eastern provinces have the advantage in having the first chance of securing new immigrants who are undecided in Ontario, and travelled over a large portion of it. I must say that the productive quality of the soil in Alberta is superior to that of Ontario, and is the best in Canada. If the same laborer spent in New Ontario cutting down huge pine, maple, elm and other trees, and afterwards picking stones, were applied to Alberta lands they would be doubly and truly rewarded for their labor, and I think former Ontario farmers living now in Alberta will corroborate my statement.

When the different provinces are throwing out their nets to catch a share of the immigration, Alberta should not be left far behind in this matter, especially when she has such splendid opportunities to offer as to soil and climate.

Yours truly,
JOHN GALBRAITH,
Edmonton, Aug. 6, 1907.

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